RAILWAYS AND STEAMERS.

O. R. & N. Co.

EXCURSIO

Season of 1884.

STEAMER WIDE WE

WILL LEAVE ASH ST. WHARF DA
DAY at 6 A. M. for the above Landings.
Returning will leave Upper Dalles SUNDAY at 4 P. M.
SUNDAY and FRIDAY.

TICKETS FOR ROUND TRIP

WIDE WEST will touch at St. Hel
Rainier, Oak Point, Cathlamet, Brookfield
landings on her trip. No freight received
Portland on the morning of the day she le
Agents on the Steamer Wide West.

BLAINE'S LETTER.

Comment that Handles the Tariff Question Plainly.

PUGET SOUND AND V

DAILY except Sundays. Steamer leaves
wharf at P. M. Mount Tabor leaves
Tacoma, Seattle and Victoria

Connecting in Victoria and Tacoma with
Steamships leaving Victoria and Tacoma
or Kristiania, Norway, connect at Tacoma with
Steamers for San Francisco.

July 18—following in Mr Blaine's

TO THE CASCADES BY W

Steamer leaves Ash st. wharf daily
P. M., returning arrives at Portland
Fare for the Round Trip $2.

MULTNOMAH FA

WEDNESDAYS and SATURDAYS
Round Trip Tickets

Train leaves East Portland 10:00 A. M.
Returning leaves the Falls at 4:45 P. M., arriving at Port
at 6 P. M.

Excursion tickets before going on train, $1.50
Tickets can be purchased from any of the
Company. Persons going to the Falls will find
Tickets will be charged full fare.

A. L. MAXWELL, Ticket Agent, Ash st. wharf.

Oregon R'y & Navig

OCEAN DIVISION.

LEAVE PORTLAND AT 12 MIDNIGHT. LEAVE SAN
Oregon Sunday July 6 State
State Thursday " 10 Columbia
Columbia, Tues. " 15 State
State Friday " 18 Oregon
Oregon Monday Aug 4 State

Right reserved to change steamers or sailing

MAIL BY RIVER.

Transfer steamer connecting with Oregon
leaves Ash st wharf Portland daily at 7 A. M.
Pacific Express arrives at Portland daily at
Mail via Columbia River Route connects at
Wallula Junction with Northern Pacific
Through Sleeping Cars—Portland to St. P
ing Room Sleeping Cars—Portland to Ogden
Astor Hotel, Portland, Or.
Fast mail leaves Portland at 7 P. M. daily
Express leaves Portland at 7 A. M. daily
Fast mail and express trains run through
without change. Between Heppner Junction
Passengers are carried on Express trains

MIDDLE COLUMBIA RIVER DIV

DALLES-CELILO DIVISION
Boat leaves Portland for Dalles at 7 A. M.
Leaves Dalles at 7 A. M. Portland from Dalles at

Leave Portland
Mo. Tu. Wed. Th.
Arrive at Dalles
Leave Dalles
Arrive at Portland
6 A. M. 6 A. M. 6 A. M.
Connect at Dalles with Express
Leave Portland
Arrive at Dalles
Leave Dalles
Arrive at Portland
Victoria steamers do not run Sundays.

NARROW GAUGE DIVISION—EAST
Between PORTLAND, SPOKANE
O. & C. R. R. to Wallula
Connecting with

Trains for West Shore leave Portland at
on Monday, Wednesday and Friday.
For Dinwoody, Ilia, Lewiston, Juniper, Jun
land at 4 P. M. on Monday Wednesday and Fr

WEST SIDE.

WEST PORTLAND, CORNELL
Leave Portland 9:00 A. M. 4:30 P. M.
Arrive at Cornell 10:00 A. M. 5:30 P. M.
Leave Portland 6:00 A. M. 2:30 P. M.
Arrive at Cornell 7:00 A. M. 3:30 P. M.
Freight for all points on Narrow Gauge Divis
Portland or beyond, forwarded by the O. & C. R. R.
and West Side Railroads consecutively.

General Offices—Cor. Front and
C. H. PRESCOTT, Manager
A. L. MAXWELL, Ticket Agent

GREAT OVERLAND ROUTE

Northern Pacific Railro

2,978 MILES.

The Shortest Line to Chicago and all
East, and the ONLY line
THROUGH trains between,

Portland and St. Paul and Minne

REMEMBER

THE NORTHERN PACIFIC R

Is the Only Line Running

PASSENGER TRAINS,
PULLMAN PALACE SLEEPING CA
PALACE DINING CARS, (meals 75c)
ELEGANT DAY COACHES,
ELEGANT SLEEPERS, (free of cha

—FROM—

WASHINGTON AND OREGON PO

TO THE EAST.

See That Your Tickets Read

VIA THE NORTHERN PACIFIC R
& ST PAUL & MINNEAPOLIS
And Thereby Avoid Change of

Leave Portland at 10:00 A.M. daily arrive at
Spokane 7:45 P.M. Fourth day
Connects at Minneapolis and St. Paul with
all points East South and Southeast

PACIFIC DIVISION

Leave Portland for Tacoma, Seattle and
New Tacoma daily at 6:30 P.M. connecting with
Coupon tickets for all points on Puget Sound.
CHAS. S. FEE, Gen'l Pass. Agt., St. Paul.
A. D. CHARLTON, Gen'l Pass. Agt., Portland.
A. L. MAXWELL, Ticket Agt., Ash street wharf.

Oregon & California R. R.

On and after June 26, 1884, trains will run as follows:

DAILY, EXCEPT SUNDAY.

Lakeside Division.

Between PORTLAND and ASHLA

Mail Train. ARRIVE
Portland 9:00 A.M. Ashland 6:20 P.M.
Ashland 6:20 P.M. Portland 5:00 P.M.

Albany Express Train. ARRIVE
Portland 4:00 P.M. Lebanon 7:20
Lebanon 8:00 A.M. Portland 11:30

Sleeping Car between Portland and Ashland.
Passengers for Coos Bay will take Express train
Thursdays, Returning leaves Ashland
Tuesdays at 8 o'clock.

The Oregon and California Railroad
makes connection with all the regular
on the Lakeside Division.

Cascade Division.

BETWEEN PORTLAND and CORVALL

Mail Train. ARRIVE
Portland 9:00 A.M. Corvallis
Corvallis 4:30 P.M. Portland

Express Train. ARRIVE
Portland 10:50 P.M. Mct
Mct 4:00 A.M. Portland

Sleeping Car between Portland and Ashland
Passengers for Yaquina Bay will take Express
Mondays, Returning leaves Yaquina Tuesdays
Passengers for Newport will take Express
Tuesdays, Returning leaves Newport Wednesdays
Passengers for Alsea will take Express train
Wednesdays, Returning leaves Alsea Thursdays
Passengers for Corvallis and Yaquina will
change cars at Albany.

Through Tickets to all points East and
sold at the lowest rates.

Freight will be forwarded with dispatch
Through Bills Lading will be issued to
and from all points in the United States
Canada.

For Maps, Time Cards, Through Rates and
Tickets, apply to the Company's Agents at
Portland, Albany or Corvallis.

J. H. MARKLEY, Gen'l Pass. Agt.
C. H. STEINER, Supt.

HO! FOR COS

Ben Brain's Station, Gardiner City to Empire C

Steamer leaves Ash st. wharf Monday, Wednesday and Saturday at 6 A. M. for Scottsburg, Gardiner City to Empire City.

Stopping to put Brain's crew ashore at Coos Bay each trip.

Connecting at Scottsburg with steamers for Salem, Albany and Corvallis.

Connecting at Empire City with stages for Coquille City and Myrtle Point.

Passengers by this line have a delightful trip down the Willamette, and the only direct route to the Coos Bay country.

Freight received up to 5 P. M. each day.

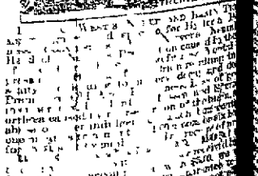
Through tickets can be purchased from all principal agents in the Willamette Valley.

Rates as low as by any other line.

For further information call on or address

BEN BRAIN, Agent,
Ash st. wharf, Portland.

NERVOUS DEBILITY



Dr. Dec West's Nerve and Brain Treatment

A GUARANTEED SPECIFIC for Hysteria, Dizziness, Convulsions, Nervous Neuralgia, Headache, Nervous Prostration caused by the use of Alcohol or Tobacco, Wakefulness, Mental Depression, Softening of the Brain resulting in insanity, Premature Old Age, Impotency, Involuntary Losses and Spermatorrhœa caused by over-exertion of the brain, self-abuse or over-indulgence. Each box contains one month's treatment. One dollar a box, or six boxes for five dollars; sent by mail prepaid on receipt of price. We guarantee six boxes to cure any case. With each order received by us for six boxes, accompanied with five dollars, we will send the purchaser our written guarantee to refund the money if the treatment does not effect a cure. Guarantees issued only by our authorized agents. Sold by druggists everywhere. Pamphlet free. Address all orders to the sole agents,

THE DEC WEST CHEMICAL CO.,
Cor. Front and Ankeny sts., Portland, Or.

Sold by Wakefield & Co., Portland, Or.

49 FOR MEN

Old Pub. No. 25

Morning Oregonian.

DAILY

PORTLAND, OREGON, FRIDAY MORNING, JULY 18, 1884

VOL. XXIV. NO. 7548

THE RECALL OF GRELEY.

Thrilling Descriptions of Perils and Sufferings in the Arctic

HOW THE BRAVE DEAR DIE THEIR FAIR

Weary Searches by Famished Men for Food—Noble Last Acts of the Sick—Dying Resolutions in North Sound St

WASHINGTON, July 18.—Special.—Secretary Lincoln received at an early hour this morning a dispatch from the direct telegraph route from Chicago to Washington, announcing the safe arrival at Littleton, N. H., of Lieutenant Greely and the other survivors of the Arctic expedition. The dispatch was received by Lieutenant Colwell, of the signal service, who is in charge of the office at Littleton, and who has been in constant communication with Secretary Lincoln since the arrival of the party at Littleton. Lieutenant Colwell was instructed to receive the dispatches from Greely, and to forward them to the Secretary of War. The dispatches were received at Littleton at 2:30 o'clock this morning, and were immediately forwarded to Washington. Secretary Lincoln was at his residence when the dispatches arrived, and he immediately sent for Lieutenant Colwell to come to the house. Lieutenant Colwell arrived at the residence of Secretary Lincoln at 3:30 o'clock this morning, and delivered the dispatches to the Secretary. The dispatches were addressed to the Secretary of War, and were signed by Greely. They were as follows:

LITTLETON, N. H., July 18, 1884.

To the Secretary of War, Washington, D. C.:

I have the honor to report the arrival of myself and the remaining members of the Lady Franklin Bay Expedition at this station at 1:30 o'clock this morning. Of the original party of twenty-five, I have had the misfortune to lose by death all but seven. Their names, with the dates of their deaths, are as follows: Lieutenant James Booth Lockwood, May 9, 1883; Sergeant David Linwood Brainard, April 9, 1884; Private Joseph Elison, January 20, 1884; Private Henry Clay Ellis, January 29, 1884; Private Edward Israel, February 19, 1884; Private Charles Henry, February 19, 1884; Private Thomas Salyer, June 23, 1884. Their bodies, with the exception of that of Private Salyer, which was buried at sea, are preserved and will be brought home for interment. Respectfully,

A. W. GREELY, First Lieutenant Fifth Cavalry, Brevet Major U. S. A.

Upon receipt of the dispatches Secretary Lincoln immediately sent for Adjutant-General Drum, and the dispatches were shown to him. Secretary Lincoln then sent for Secretary Chandler, and the dispatches were shown to him. Secretary Chandler then sent for Secretary Frelinghuysen, and the dispatches were shown to him. Secretary Frelinghuysen then sent for Secretary Folger, and the dispatches were shown to him. Secretary Folger then sent for Secretary Teller, and the dispatches were shown to him. Secretary Teller then sent for Secretary Lincoln

The Daily Oregonian

FRIDAY MORNING, JULY 18, 1884.

BLAINE'S LETTER.

Mr. Blaine's letter of acceptance is presented this morning, and will be read with great satisfaction by all republicans who take pleasure in the promise of success with which the party begins the campaign. It has the ring of an American anvil struck with an American sledge, and dodges no question. Blaine, the candidate, takes several steps up from Blaine the secretary of state, or Blaine the debater, and stands before the head. He pronounces broadly and emphatically for precisely what is desired in a chief magistrate, and leaves nothing to be explained or glossed over or doubted. The letter is a characteristic document, and makes no promises that cannot be fulfilled; no promises contrict in the slightest degree with the candidate's expressions through a long life of public service, says nothing that can be warped and twisted into an objection, even by his worst enemy, and nothing that will not strike the voting masses favorably and be clearly understood by them. He is for the protection of American industries, and says so without beating around the question or equivocating by any word-juggling, and this is what will win. However plausible the free-trade theory as pushed by democrats in congress and everywhere, the people have no faith in it. They have great fear of it, and want no experiments that will stop a spindle or fire a furnace fire. When the time shall come for a radical modification, the people will find it out. There will be a time when the tariff will cut no figure in the maintenance of mechanics in this country. As there will be a time when Oregon shall be plowed from California to the Columbia river; but the people cannot just now see why American industry should not have the benefit of a system necessary for the nation's revenues, and any party that goes before them with a proposition to leave the industries out of the proposition, either openly or covertly, will be badly left when the votes are counted.

The letter gives much attention to this question, and treats both it and the much-mooted foreign policy question in such a masterly way that it should be read by every body. It is only necessary to say of it, in way of comment, that it is a most admirable letter of acceptance in matter, style and completeness, and is written by a man who is on his way to the White House, from whence the country may expect messages that will put a stop to all complaints of declining statesmanship.

A QUESTION ANSWERED.

A republican, who lives in Oregon City, wants to know the particulars of Governor Cleveland's "faction on the railroad bill for which he is censured by the workingmen and people generally," and he adds, "The question is asked for the reason that democrats heretofore that Cleveland ever vetoed any railroad bill to the detriment of the poor man."

If reversing legislation, which would reduce the cost of traveling over a road upon which poor men ride by the thousands every day, is a detriment to the poor man, then this is what Governor Cleveland is guilty of. He vetoed a bill which provided for the reduction of fares upon the elevated railroad in New York city from 10 to 5 cents.

For the benefit of such democrats as the one who denies our correspondent's assertion, the New York *Evening Post*, which has taken up the business of special pleading on behalf of Cleveland, defends him for his veto of the bill to reduce the fare. This bill, it says, was passed in the teeth of a charter which says that no such bill shall be passed until it shall have been ascertained that the elevated roads are earning more than a certain amount of money on the capital actually invested in them."

Some of those other Cleveland papers have said, about the same thing, and this is all any of them can say in taking their stand on the side of the corporate violators of the constitutional, legal and industrial rights of the people. The fact is that the constitution of the state of New York explicitly reserves to the legislature of the state the right to alter or repeal any charter granted by any preceding legislature. A very brief notation from the eighth article, first section of the constitution will serve to maintain the assertion. It reads:

> Corporations may be formed under general laws; but shall not be created by special act except for municipal purposes, and in cases where, in the judgment of the legislature, the objects of the corporation cannot be attained under general laws.
>
> *All general laws and special acts passed pursuant to this section may be altered from time to time, or repealed.*

This is reply enough. It shows that Governor Cleveland put a false construction upon the rights invested in the charter for the sake of "making it with" the corporation affected by the law passed by the legislature and sent to him for his signature. He vetoed it, and now his friends are quite busy in their argumentative attempts to apologize for the act and uphold him and his party from its effect upon the thousands of people daily paying twice as much money for railroad fare as they would be paying had the governor signed the bill instead of vetoing it. Were the thing to be done over again it is quite certain that the difficulties interposed by the language of the charter would have been overcome, as they clearly may be by the provision of the constitution above quoted.

But this railroad instance, which affects the people of New York, and for which their time to "get even" is coming, is but a small part of the injustice involved in the principle upon which the veto is exercised. This excuse brings up the question, which is from time to time appearing, as to whether the country belongs to the corporations or the corporations to it. The people everywhere are interested in this question, and if it comes to a political struggle to determine whether the corporations or the people are supreme, there can be no doubt as to which side the people would range themselves upon. In discussing this matter it has been stated that almost all the laws that have been passed by the western states to regulate the railroads live only by virtue of the power the existence of which Gov. Cleveland denied in his veto. The supreme court affirms that power; his recently reaffirmed it in its decision sustaining the government regulation of the rates charged in San Francisco by the Spring Valley Water Company. Gov. Cleveland denies that power, and says in effect: "Once the people have given a corporation a privilege or a function the corporation becomes superior to its creator, and can never be regulated or suppressed—not even if the written charter of the people says they shall always have that right."

There is no section of the state of New York in which the people are not interested to stop such monstrous claims for charter rights, for if the excuse is good as relating to a railroad in New York city, it is good wherever the laws made by the New York legislature hold. It was evidently the purpose of the framers of the constitution to make it impossible for any legislature to bind the people hand and foot by the grant of a charter which could never be altered. If their purpose was not accomplished, then a legislature may, with good motives or bad, give away the sovereignty of the people to corporations without souls, and the liberties of the people are at an end. One syndicate after another will buy from venal and traitorous representatives exclusive privileges that can never be recalled or controlled. By piecemeal, as each charter is granted, the state will lose its authority over banking, over the railroads, over the insurance companies, over the supply of gas, heat, electricity, water, etc., in the cities.

It will be seen by this explanation of the facts and their bearing upon the welfare of the people, that the veto of that five-cent fare bill was, in the first place, greatly to the detriment of the people; and, in the second place, still more greatly to the detriment of the governor who interposed it between the people and their representatives in the legislature.

THE RELIEF OF GREELY.

Lieutenant A. W. Greely, the intelligence of whose rescue with the remnant of his party has just been published, was sent out, in accordance with the plans of the International Geographical congress at Hamburg in 1879 for the establishment of a series of circumpolar stations for scientific observation, to take charge of the American station at Lady Franklin bay. The point selected for this station was the most northerly and the most difficult of access of the series, being at Discovery harbor, latitude 81 44 and longitude 64 45 west. Lieutenant Greely was an officer of the Fifth cavalry. He received his instructions from the signal service bureau in 1881, and a contract was made with the owners of the Proteus, a vessel that had been used for Arctic navigation, to convey the party to a point on the shore from which it could reach its destination by land. His assistant, Lieutenant J. B. Lockwood of the Twenty-third infantry and other members of the party, four of whom were commissioned officers and the remaining non-commissioned officers and privates, but Baltimore about the middle of June to join Greely at St. Johns. A month was occupied in the passage from Newfoundland to Lady Franklin bay, and Discovery harbor was reached on August 11. On the 18th of August a telegram was received announcing an auspicious beginning of the work of the station. In January, 1882, letters were received from Dr. Octave Pavy who had gone to the Arctic regions with the Gulnare in 1880, and had joined the Greely expedition at Godhaven. These were dated in September, 1881, and contained the last news received from the station.

It was arranged before Lieutenant Greely's departure that in the summers of 1882 and 1883 expeditions should be sent to replenish the stores of the colony and to afford any relief of which it might stand in need. He was instructed, if no relief expedition previously arrived, to abandon the station not later than September, 1883, and retreat southward by boat, following closely the east coast of Grinnell land until he met the relieving vessel or arrived at Littleton island, where it was assumed relief would be surely awaiting him. The relief expedition was sent out in the Neptune in charge of Lieutenant Beebe, and set sail in June of that year. It proved an unfavorable season, and after contending with the ice for a month the vessel only reached the latitude of 77.30. Stores were cached at Littleton island and Cape Sabine and the Neptune returned.

The second relief expedition, that of 1883, was placed in charge of Lieutenant E. A. Garlington, of the Seventh cavalry, with a party of fourteen men, including a competent ice pilot and three experienced sailors. The Proteus was again employed to make the trip from St. Johns. She was commanded by Capt. Richard Pike with a crew of twenty-two men. The Yantic of the United States navy, under Commander Frank Wildes, was ordered to accompany the Proteus, to render all possible assistance and to remain at Littleton island until the return of the relief expedition under Lieut. Garlington, in case it should be able to proceed to the station of Fort Conger on the island. Lieutenant Garlington received his instructions from the signal service bureau, which began as follows:

> You are aware of the necessity of reaching Lieut. Greely and party with the expedition this year. This necessity cannot be overestimated, for Lieutenant Greely's supplies will be exhausted during the coming fall, and unless the relief ship can reach him he will be forced, with his party, to retreat southward by land before winter sets in. Such a retreat will involve hardship and the probable abandonment of much valuable public property, with the possible loss of important records and life. For that and other reasons, which will occur to you, no effort must be spared to push the vessel through to Lady Franklin bay.

The Proteus left St. Johns on the 29th of June, and on the 13th of September the secretary of the navy received a dispatch from the same place, signed by Commander Wildes, and announcing the return there of the Yantic, bringing Captain Pike and crew of the Proteus, and Lieutenant Garlington and the Greely relief party, with a brief statement of the failure of the expedition. We have not space to relate the facts as subsequently brought out, but can only say that the Proteus was crushed by the ice near Cape Albert, and sank before the stores were all removed. A court of inquiry was ordered by the president, which attributed the failure of the expedition to "the grave errors and omissions" of the chief signal officer of the army, and the final result as shown in our dispatches sustains the verdict. Immediately on the announcement of the failure of the expedition the question of a third effort to relieve Lieutenant Greely began to be discussed. It was decided that another spring would have to be awaited before any practical steps could be taken, but in the meantime it was determined to appoint a commission to take the matter into consideration and supervise all the preparations. This commission consisted of Gen. Wm. B. Hazen, chief of the signal service bureau, and Capt. Geo. W. Davis of the Fourteenth infantry, selected by the secretary of war, and Capt. James A. Greer, who had commanded the Tigress on the search for the Polaris survivors, and Lieutenant Commander B. H. McCalla, designated by the secretary of the navy. This commission at the beginning of the present year began receiving suggestions and plans regarding the new expedition for the relief of Lieutenant Greely and his party.

Secretary Chandler deserves much credit for his foresight and energy and high executive ability in the arrangement of the details of the expedition. As an instance of this, his order of February 4 last may be cited, in which, at this early date, he called the attention of heads of bureaus to the expedition, and suggested that they familiarize themselves with the subject, in order that they might be prepared to do the necessary work without delay. The interest of England in the search was practically exemplified in the gift to this country of the ship Alert which was duly accepted by congress about the 1st of March. The Alert is famous by reason of the fact that she has penetrated the Arctic seas to a point nearer the pole than any other vessel ever reached. This was when, in 1875-6 she was the advance ship of the expedition of Sir George Nares. At this time she succeeded in reaching Cape Sheridan, which is sixty or seventy miles north by east of the Greely station. On this expedition she was only destined to go to the entrance of Smith sound, where she was to remain as a base of supplies, upon which the crews of the Bear and Thetis might, if necessary, fall back. These two steamers, one of which is a whaler and the other a sealer, were to push ahead towards Lady Franklin bay, examining the western coast along which Greely and his party were expected to have come if they started south last summer or fall. The three vessels were to rendezvous at Godhaven, on the Greenland coast, and thence proceed north. The Bear, the advance vessel of the three, left the last of April, and the others soon followed her to the north.

The expedition was placed under the charge of Commander Schley. Secretary Chandler wisely refrained from hampering with instructions, as the following communication shows:

> NAVY DEPARTMENT, April 21, 1884.
>
> SIR—The Thetis, Bear and Alert, the ships of the Greely relief expedition of 1884, being ready, you are ordered to take command of them and to proceed to the coast of Greenland, or farther north if necessary, and, if possible, to find and rescue or ascertain the fate of Lieutenant A. W. Greely and his command.
>
> All the officers and men under your command are hereby enjoined to perform any duty at sea or on land to which you may order them.
>
> No detailed instructions will be given you. Full confidence is felt that you have both the capacity and the courage, guided by the discretion necessary, to do all that can be required of you by the department or the nation for the rescue of our imperiled countrymen. With earnest wishes and high hopes for your success and safe return,
>
> I am, very truly, W. E. CHANDLER.

The success of this expedition, as shown by our dispatches, has excited deep gratitude, but the expression of this emotion is usually accompanied by the hope that no more live should be periled in what appears to be necessarily a struggle with the forces of nature. Senator Edmunds in voting for the passage of the bill authorizing this expedition expressed the common feeling when he said that it should be the last. But there is another side to that question. The fact that Engineer Melville declared not only his willingness but his desire to go on another Arctic expedition after his terrible experience with the lamented Captain De Long of the Jeannette, is a fine illustration of the fascination which a large number, if not a majority, of Arctic explorers are under, and their anxiety to renew the struggle. Such a longing for adventure and the exercise of courage and endurance are vital influences upon spirits of primitive heroism. It prompted those wonderful explorations of the sixteenth century. It was this which urged the last years of Elysee and his companions in starting out headlong with the deliberate expectation of dying in adventurous travail, and it is one of the redeeming deprayed instincts of humanity, as powerful under the conventionalities of life and the attractions of luxury as it was in the primitive times. And the existence means much for the benefit of the world in antagonizing the energy and perpetual struggle for the final conquest of nature. It is akin to the feeling that a soldier has for the flag, and it should not be too strictly restricted in favor of the absolutely practical and immediately useful, in an age which is not overburdened with enthusiasm.

Less than one hundred national banks have failed during the twenty years since the establishment of the present banking system, and failures would be still more infrequent if the stockholders of national banks gave proper attention to the act on of the controller of the currency in directing that the stockholders of the Merino bank of New York city, and of the First National bank of Monmouth, in Illinois, be assessed 100 per cent, to meet the obligations of those defunct institutions. Section 5151 of the revised statutes of the United States provides that stockholders of national banks shall be held responsible to the extent of the par value of their shares, in addition to the amount invested in such shares, and the responsibility in case of other banks is the same.

There was some excuse for Hawthorne writing the life of his old classmate, Pierce, when the latter was nominated for the presidency for nobody, except Hawthorne, knew him; but it is to be regretted that the author of the "Life of Franklin Pierce" was rewarded with a consulship. Expectation of a similar reward has since given us a "Life of Rutherford B. Hayes," several lives of "James A. Garfield," and a "Life of Grant," by Charles A. Dana. And now Colonel Thomas W. Knox leads off with a campaign "Life of James G. Blaine and John A. Logan," swift as illustrations.

Mr. Watterson said, in his ratification speech at Louisville, that the democratic national committee "is not now in the hands of protectionists." After he has read Blaine's letter of acceptance he will perhaps change his mind, and come to the opinion that the whole country is in the hands of protectionists, and freely to remain there.

A suit for $50,000 damages, brought against a well-known firm of wholesale grocers in New York, by a lady whose life was endangered by the eating of canned tomatoes put up by the firm, in a new method and may prove to be an effective one, of enforcing caution by dealers in preventing canned goods for the market.

The St. Louis *Westliche Post*, always known as Carl Schurz's German paper, came out on the morning of the 15th for Blaine and Logan, saying frankly that it had such its error in bolting the ticket, had lost nothing there, and in every way become disgusted with the attempt to team with the democrats.

The St. Louis *Evening Chronicle*, one of the leading democratic papers of its section, sums up Cleveland's career and standing, and says he will be defeated, and deserves to be defeated.

NEWS OF THE NORTHWEST.

Washington Territory.

Nearly one Clarke county farmers commenced harvesting their grain, and soon the harvest will be in full blast.

At the election in Port Townsend last Monday 295 votes were cast, 83 being by women, the vote being much the largest ever cast in the town.

Seattle Chronicle: The supreme court has adjourned until the 5th day of September, the governor appointed judges not having arrived in the city.

The Cleveland and Hendricks campaign club at Walla Walla is making arrangements for the reception of the territorial delegates to the late national democratic convention.

Thomas Johnson, who shot and killed Indian Jack (Quiapus) and wounded Indian Frank, has had a commission for his friend's arrest. From justice Held that the shooting was done in self defense and ordered the discharge of Johnson.

Goldendale Gazette: There is said to be about 20,000 head of sheep now grazing in the simcoe mountains north of Goldendale. The sheep owners are now required to file bonds, in the sum of $1,000 each, before they can obtain permits from the sheep inspector, as provided by law.

Seattle exchange says: It is now generally conceded that the schooner Premier is lost. It is over 30 days since she left Newcastle, N. S. W., for Francisco. She was a heavy, strong vessel, and must have met with extraordinarily bad weather to have caused her mishap. The Premier was a three masted schooner, built by Hall Brothers at Port Ludlow.

The auditor has finished making the footings of the assessment roll for 1884, from which the following is an extract: Value of deeded real estate, $1,142,100; value of improvements, $4,13,000; value of personal property, $1,112,720; total assessment, $2,910,820. Number of acres of deeded land in the county, 118,888; number of acres in cultivation, 42,000. The assessment falls nearly a half million dollars short of that of 1883, but property was assessed at an average of 30 per cent. less this year than last.

Last Monday, while six Chinamen, all citizens, were engaged in blowing a blast up Snake river, near the mouth of Salmon, and while walking before a high embankment, a portion of it fell down, burying one of them by the name of Yen Yung, under 50 tons of earth and rock, completely burying the human out and found that he had received internal injuries. No medical assistance being near a hand, he lingered in great agony until evening, when death ended his sufferings.

Levi and William Holland, two fishermen have their camp pitched about half a mile below the mouth of Abetto creek. Monday afternoon, while Levi was strolling along the bank of Snake river, a large boulder which had become loose, rolled down the hillside, striking him on the back, felling and pinning him to the ground. His cries for help were heard by his brother, who came to his rescue and succeeded in lifting, when another rock was dislodged, and upon examination it was found that several ribs were broken, he was severely cut and bruised.

Kittitas *Localizer*: Charles Wilcox, from Moses coulee, informs us that it has been quite seasonable of late for the growing crops. Several fine rains had fallen; within a fortnight at the time he left, the people in the Big Bend are much elated over the promising outlook of the crops. Some who left the country because they thought it too dry will return to their lonely departure. He says hay is nearly waist high, and his barley is excellent. The crops generally in the coulee are fine. The whole country has a cheerful aspect, and the settlers are highly delighted with the prospect.

Walla Walla *Statesman*: Twelve Palouse river Indians of the Big Thunder band at Lyon's ferry, have come in to Lewiston and under the auspices of special Agent Cyrus Beede, proceeded to the U. S. land office and filed upon homesteads. Their claims comprise a body of land in township 13, north of range 47 E. W. M., on both sides of the Palouse river, at the forking north and south. This tract has been the stamping ground of Big Thunderers from the first settlement of the country. In accordance with the filing fees are required from the Indians. The claimants are recorded as follows: Old Charley, Salmon Jack, William, Young Charley, Index, Steamboat, Eam-I-akin, Lean, Fisher, Tech Silus, Tech Tech Til and Poloosolis.

Wednesday evening a man came near losing his life by reckless shooting, at Tacoma. It seems that two men were out hunting in a small, brushy tract of small town, when one was shot through the forehead, the ball coming out about two inches from the back of the head. They had nearly reached the Commencement Company's wharf when the accident happened, and the unfortunate man was quickly carried to a drug store, where his wounds were dressed. Although it bled quite freely it was not thought that the wound would prove fatal. The man who did the shooting was on the dock, and was dressing a duck when he saw the flight of some other game, and fired, he learned. Of course the shooting was accidental, at least it is supposed to be such, as the man had been using the rifle a number of times previously, and had even been warned not to be dancer in doing so by a sailor on board the Lizzie Williams.

Western Oregon.

Oregon City Enterprise: William Barlow in all probability will rebuild his house that was destroyed by fire during his absence on the Fourth with perch.

The farmers of Damascus, Clackamas county, are busy harvesting a good hay crop. Wheat will soon be ripe, and everything points to a good crop. The fruit crop will be a large one, and some kinds of it are already ripe.

A wheelbarrow walks along through a lane near Albany. Every time it should was attacked by a vicious cow, which gored him in a very severe manner, running one of its horns nearly an inch into his body, throwing him to the ground and tossing him high in the air. But for the presence of several others by, who succeeded in driving the cow off, he might have been killed.

An exchange is responsible for the following tale: It seems story: Frank Newman, living near Vinson, Oregon, was bitten by a rattlesnake about two weeks ago. He felt something hanging to his pants on the back part of his leg, and turning to see what it was, he saw the snake fall to the ground, and gathering a club hit it with. He suffered nothing from the bite, and after a few days it gave him no uneasiness. One week ago, happening to touch the part bitten with his hand on which he had a scratch, some of the poison got into the sore, and his hand commenced swelling, and is now, according to our informant, in a very bad shape.

Montana.

Butte builders will push up for the past week and a half 1,000 feet daily.

Thomas Cole is the Butte Kent valley thus year assessed at 2,000 cattle.

J. B. Waite and John Murphy of Butte are engaging a load of wood that $250 a side.

The Northern Pacific Express Company in the past week packed in and out from Billings as follows: Gold, $56,000; silver, $2,000; total, $92,000. Outgoing, 1,000 packages; incoming, 1,500 packages.

The Helena *Herald* says: The Lexington has come to the front again with a dividend of $30,000. It was declared in Paris June 5, and is now payable. The last dividend this property was one of $5,000, declared in February. The dividend declared June 5, 1883, was $20,000. The total profits divided since the last mentioned date foot up $75,000. The company will have a handsome balance in reserve after the last dividend goes to the Lexington at the head of M. Hill, as the property is reported to be in splendid condition. It will soon be operated upon the Kentucky level. The miner workings show an immense body of ore and the future prospects are bright. The above statement of profits is an all-sufficient commendatory on the economy and intelligence with which the property is managed.

Carl Schurz' Paper Comes Out Strong for the Republican Ticket.

The *Westliche Post* of St. Louis, Carl Schurz's paper, after stating the nomination of Blaine and Logan, comes on to the morning of the 15th with an editorial which is a declaration of war against Cleveland. The essence of its action lies in the fact that the *Westliche Post* considers Cleveland's action in vetoing the pension bill as almost criminal. It says: "The strongest man had no business to veto such a measure, and we are not thinking of the cost which we are asked to appropriate. But the means are by no means small 100 per cent. to meet the obligations of those defunct institutions. Section 5151 of the revised statutes of the United States provides that stockholders of national banks shall be held responsible to the extent of the par value of their shares, in addition to the amount invested in such shares, and the responsibility in case of other banks is the same.

> "Cleveland's reasons for the veto are not worthy of consideration. Let us suppose that the pensioners were not entitled to the pensions, and that the pensions were not due to them, but to the widows and orphans of the soldiers, and we are not thinking of the cost which we are asked to appropriate. But the means are by no means small 100 per cent. to meet the obligations of those defunct institutions. Section 5151 of the revised statutes of the United States provides that stockholders of national banks shall be held responsible to the extent of the par value of their shares, in addition to the amount invested in such shares, and the responsibility in case of other banks is the same.
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S. GOLDEN, SONS & CO., COMMISSION MERCHANTS & DEALERS in Produce, 124 Front street, Portland, Or.
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The Daily Oregonian.

FRIDAY MORNING, JULY 18, 1884.

TRADE AND COMMERCE.

FRIDAY, July 18.

Showers during the night and several hours of cold rain to-day cause increased anxiety as to grain. While the rainfall in Wheat sections has not been nearly so heavy as at this point, yet it has been unusual for the season. It is seldom that Oregon has more than half an inch of rain in July. The present shower alone will be more than the average monthly fall. At SEA. M. to-day the rain extended up the Columbia as far as Wilkes, Hepzia, Wasco and Umatilla reporting light showers that might be early to-day.

Overland receipts include 10[illegible] lard, 1[illegible] coffee, 1 bbl mirar, 4 cs syrup, 20 cs lemons, 2 cs cigars, 41 pkgs tobacco, 103 2 f 30 qr boar, 46 box 66 keys cheese.

PRODUCE RECEIPTS—Past, twenty-four hours: 12,963 lbs wool, 300 lbs hides, 41 bs eggs, 2 bbls butter and 220 bbls flour, 45,000 lbs wheat from the eastern section.

SALMON SHIPMENTS—Per steamer Columbia to San Francisco: On ing 100, G. W. Hume 100, Warren 136; total 1218 cases.

Per British bark Woodlark to Liverpool: Algoiven 1600, Badoint 5050, Columbia Canning Co. 1000, Fishermen's Pkg. Co. 2505, Hanthorn 1250, J. V. L. Pkg Co. 1250, Knappton Pkg. Co. 3100, G. T. Myers 1200, G. W. Hume 650, J. W. Sy V. Cook 2500, Pacific Union 3050, Pt. Adams 1256, S. Elmore 3000, Scandinavian 3050, West Coast 1050, Williams 2000, Thomas & Knowles 2504; total, 30,106 cases.

WHEAT—The local market is inactive and nominal. Telegraphed markets are firmer, with advances in some directions.

On the last day of February the senate passed a resolution calling upon the secretary of state for information respecting the world's wheat supply. The resolution called for a statement derived from correspondents of the representatives abroad, or otherwise, as to the average amount of wheat, rye, corn, and cotton produced, consumed in, exported from, and imported into the several foreign countries, with the surplus at the end of the crop year, 1882; also the amount produced in each of the countries in the crop year 1883, with the probables in regard to deficiency, and the probable requirements of such products from this country before the crops of 1884 are ready to market. The answer, such as it is, has just been published. The statistics and estimates are not yet complete, and they do not cover the crop years, for the reason, as stated by Secretary Frelinghuysen, that "all official returns in Europe are computed for the calendar year."

The secretary states respecting wheat that "the most liberal allowance for the wheat export necessary to the world's consumption shows the time the United States should be drawn upon during the present year for 188,000,000 bushels, in round numbers, against 167,000,000 from all other wheat growing countries." According to this estimate, the United States will be called upon to supply a little more than one-half of the deficiencies in countries producing less than they require for their own consumption. Mr Frelinghuysen infers from it the fact that we export more than any other country that we ought to control the supply. But that does not follow. Africa exports more ivory than any other country, but does not control the price of ivory. Great Britain exports more cotton goods than any other country, but does not fix the price of cotton goods. Consumers have something to say about prices as well as producers. The *Commercial Bulletin* takes the ground that the secretary's report the following tabular statement if average yield, export, import, and consumption of wheat for the several countries named:

Countries.	Yield, bu.	Exports, bu.	Imports, bu.	Consumption, bu.
Russia	214,000,000	71,000,000		143,000,000
Sweden	4,000,000		2,000,000	6,000,000
Norway	2,000,000		720,000	2,720,000
Denmark	4,700,000	840,000	1,460,000	5,317,000
Germany	95,000,000	5,000,000	20,000,000	110,000,000
Holland			10,300,000	
Belgium	20,000,000		16,000,000	36,000,000
U. Kingdom	58,000,000		120,000,000	178,000,000
France	281,000,000	5,000,000	6,000,000	281,000,000
Spain	176,000,000		20,000,000	196,000,000
Italy	344,000,000		85,000,000	429,000,000
Austria			10,000,000	
Roumania	57,000,000	34,000,000		23,000,000
Canada			3,000,000	
India	450,000,000	30,000,000		420,000,000
Algeria	44,000,000	3,000,000		41,000,000
Australasia	55,000,000	18,000,000		37,000,000
Chili		3,000,000		

*Note.

OATS—Offerings continue ample, with buying confined to local needs. Quote feed lots 45@47½c.

POTATOES—Plenty coming in, and values are unchanged but weak.

CHICKENS—Young bring 3½@4, old 3½@3. Other extremes being realized for choice. The market shows no new feature.

EGGS—Arrivals fair, but a good request prevents accumulation. Quote 20 cents.

SHIPPING NOTES.

The Astoria wire went down this afternoon. The barkentine reported as passing in is doubtless the Portland, with cargo from San Francisco.

The Columbia reached San Francisco at 1 A. M. and the State of California sailed at 10:30 A. M.

The Oregon sails hence Sunday night.

The bark Sierra Nevada, 694 tons, built in Maine in 1863, was recently sold at San Francisco to Leon Blum for $6000.

The crew of the collier Willamette refused to sail with her from San Francisco at the reduced wages offered. A new crew were shipped, but the engineers were retained at the old wages, because none could be secured at a reduction.

Ships' crews at San Francisco annoy themselves at sailing or rowing races, and several take place each week on the bay.

The Woodlark, salmon laden for Liverpool, crossed out to-day.

The British bark Janet McNeil takes berth at Liverpool in Balfour, Guthrie & Co.'s line to this port.

The Merchandise Markets.

A very fair goods call obtains, and the dissatisfaction is satisfactory for the season. All are working as closely as trade will admit. Importations are not free.

BREAD, ETC.—We quote ship bread 3½c, pilot 4c, extra do 4½c, soda crackers 5@6c.

BEANS—Small whites low as 3c; others steady at 3½c for bayos, 4½c for butter and 5c for pinks.

COAL OIL—Slow at 17½@20c. The Bulletin of Oregon brought 8000 cases from New York.

COFFEE—Quote Costa Rica, 22½@23½c; Salvador and Guatemala, 21½@23½c; best Java, 26c.

CANNED GOODS—We quote: Corn, $1 60; tomatoes, 2-lbs, $1 25, and gallons $4 50; pie peaches, 2-lbs 2 25; table do, $2 50@2 75; assorted table fruits $2 50; assorted pie do, gallons $4 20, 2-lbs $1 50@1 75.

PICKLES—Kegs, $1 12½@1 37½.

SALT—Liverpool fine very firm at $17, $18 and $22 50 as to size of countainers. Half ground coast $9 50@10 50 with good ca.l.

SUGARS—(A) patent cubo, 9½c; (A) crushed, 9½c; dry granulated, 9¼c; golden C, 8c; extra golden C, 8½c; extra powdered, 10c, 10, 3c. Quotations are for barrels.

GRAIN BAGS—Holders are firm, expecting a good call. Arrivals are increasing with us. The asking price is 7½@8c for new, but this is shaded for old for cash.

THE MEAT MARKET

Quotations represent prices paid to dealers by slaughterers.

BEEF—Grass fed brings 3½c gross.

VEAL—Steady at 6@9 and 10c for large and small.

MUTTON—Ewes, 2½c; other, 2½c.

LAMBS—Ordinary sized, $1 75.

HOGS—Lessened request and free offerings have reduced prices. Choice fat, 5½c; fair to good, 5c; dressed, 7@7½c.

Markets by Telegraph.

SAN FRANCISCO MARKETS.

SAN FRANCISCO, July 18.

Weather hazy; wind, light southwest.

Receipts—Wheat, 36,070 ctls, including 27,000 aboard ship; flour, 3000 sacks, potatoes, 2360 sks; oats, 2000 ctls; eggs, 15,600 doz, including 8500 doz Eastern.

Charters—For wheat to Liverpool, 4s 3d, Chas E Moody, 1915, 28s spot; for wheat to Cork, U. K., 1ir ch Mosail, iron 1877, 42s 3d prior arrival; for lumber from the Sound for Sydney, bark John Smith.

Wheat—Spot firm with a fair inquiry; sales No. 1 shipping (n nw) $1 37½@1 38¾; extra choice shipping (old) $1 41½. Futures quiet; No. 1 white, seller year, $1 38¾, buyer the year after July, $1 40¾, buyer season, $1 43¾.

Flour—Dull.

Barley—Spot steady, feed, 81@83c; brewing $1 Futures: No. 1 feed, seller the year 80c, buyer the year 85c; buyer the season 90c.

Oats—Market dull, and prices favor buyers. Fair to good feed, new, 42@45c.

Corn—Large yellow, $1 20; large white $1 20. Light business doing.

Grain bags—Business slow. No changes in quotations.

Potatoes—Offerings large. Early Rose 50@55c; Garnet Chile, 40@50c.

Onions—40@50c.

Salmon—Quiet.

Wool—Market unfavorably affected by the unsettled condition of the coal. Only two eastern buyers in this market, and they are purchasing slightly.

Eggs—Weak and again at sellings. Choice fresh, California 22½c.

Butter—Market overstocked with all varieties. Fresh roll, choice and extra fresh at 22½@23c.

CHICAGO MARKETS.

CHICAGO, July 18.

August options—Wheat, [illegible]; corn, 50½c; old doing; lard higher, $7 15; pork steady, $17 75; short ribs, lower, $7 85 cash.

NEW YORK MARKETS.

NEW YORK, July 18.

Wheat, strong; flour weak and hides dull.

MINOR MARKETS.

SAN FRANCISCO, July 18—Sterling exchange on London banks, 60 days, 4½@4½; documentary, $4 82. Transfers, 20.

Bank of England rate of interest, 2 percent.

NEW YORK, July 18.—Silver bullion, 10.3 fine, per fine ounce, $1 10½.

Sterling exchange, prime banks, four days, 4½ short $4 86.

Good commercial four days $4 85@4 85½; open market, 3 to 15c lower.

U. S. Bonds—3s, 100½; 4½s, 119½; 4s, 122½ bid. Closed—3s, 100½; 4½s, 119½; 4s, 122½; 6s, 104.

LONDON, July 18—Street [illegible]. Closed—Standard, 528 one, per fine ounce, 9-16.

Consols—105 5-16@105 7-16 money.

U. S. Bonds—4½s, 115¾.

FERRONT'S FOREIGN MARKETS BY CABLE.

LONDON MARKETS.

LONDON, July 18.

Weather throughout England—Deautiful.

Wheat in London—Wheat, quiet but steady. Cargoes on passage—Firm but inactive.

Mark Lane—Wheat and maize, firm.

Standard California cargoes, just shipped or prompt shipment, 43s 6d; nearly due at Queenstown for orders, 40s.

Country markets—English, firm.

LIVERPOOL MARKETS.

LIVERPOOL, July 18.

Spot—Wheat, firmly held; spring wheat, per ctl, 7s 6d.

PARIS MARKETS.

PARIS, July 18.

Spot market—Wheat and flour—Quiet.

SHIPPING INTELLIGENCE.

DOMESTIC PORTS.

SAN FRANCISCO, July 14—Arrived—Str Columbia, Portland; bk Victoria, Port Madison; bkt Maley, Seattle; str Wellington, Departure Bay; ship Otago, Port Blakeley. Sailed—Str State of California, Portland; bk Forest Queen, Puget Sound; schr 126, Schooner Ralphit; str Wesleco, Victoria; bk Montana, Seattle; schr Vanderbilt, Neah Bay. Cleared—Bk Sierra Nevada, Seattle; bkth Tam O'Shanter, Columbia river.

CAPE ANCONA, July 18—Br bk Woodlark passed out S. A. M.; a barkentine passed in 8:30 A. M.; 4 c. M.—Har smooth; relay; wind west 4 miles.

ASTORIA, July 18.—8 A. M. Cloudy; wind east. Str Gipsy arrived in last night and left on 11 A. M.

SEABECK, July 17—Sailed—Schr Compeer, San Francisco.

FOREIGN PORTS.

ANTWERP, July 17.—Arrived—Ship John T. Berry, San Francisco via Cork.

QUEENSTOWN, July 17—Arrived—Str Crescent City, New York.

POSTMASTERS' SALARIES.

The List, as Revised Since the Increase, for Oregon and Washington Territory.

[CORRESPONDENCE OF THE OREGONIAN.]

WASHINGTON, July 9.

The annual adjustment of the salaries of post offices of the presidential grade has been completed by the officials of the post office department. These offices are divided into three classes, and are termed presidential because when the salary thereof is $1000 the postmaster is appointed by the president and confirmed by the senate. The first class comprises those offices where the gross receipts are $40,000, thereby under the law entitling the postmaster to a salary of $3000. The only office of this class in Oregon is Portland. In the second class are placed all receiving from $1000 to $3,000. To enter this class the gross receipts must be $9000. The third class includes from $1000 to $2000, and to secure the first named salary the gross receipts must be $1800. The only office of the second class in the state is Salem.

Under the present adjustment the salaries have not been largely increased, nor have they been largely diminished. The reduction of the rate of letter postage has prevented any large advance, for the reason that the postal revenues have not been augmented in a sufficient degree, while, on the other hand, the large increase in the money business has stopped any very heavy reductions which some anticipated.

The largest increase in salary in the state is returned by the Pendleton office, where a gain of $200 is made. Both Astoria and East Portland secure an addition of a couple hundred. Two offices, Corvallis and Oregon City, suffer a reduction of $100 apiece. Since the last adjustment one office, Jacksonville, has been promoted to the presidential grade.

The following statement shows the presidential postoffices in Oregon and Washington, together with the salaries, as fixed under the present adjustment, for the fiscal year ending June 30, 1885:

OREGON.

Offices.	Salary of Offices.	Salary.
Albany	1500	Oregon City	1200
Astoria	1000	Pendleton	1000
Baker City	1400	Portland	2000
Corvallis	1000	Roseburg	1000
East Portland	1000	Salem	1200
Eugene City	1400	The Dalles	1200
Jacksonville	1000		

WASHINGTON.

Offices.	Salary of Offices.	Salary.
Cheney	1100	Seattle	1200
Colfax	1400	Sprague	1200
Dayton	1000	Spokane Falls	1200
Tacoma		Vancouver	1200
Olympia	1000	Walla Walla	2000
Port Townsend	1200		

THE INDECENT PUBLICATION NUISANCE.

TO THE EDITOR OF THE OREGONIAN:

A petition was presented by the Oregon Humane Society at the last meeting of the city council, asking that a building be erected for killing dogs in a less cruel manner than is now practiced. Let me now draw the serious attention not only of the humane society but of the clergy and the citizens generally to a species of cruelty practiced daily upon our children, endangering not only their bodies but their morals, engendering the very cruelty against which the society is contending. I mean the open, barefaced manner in which lewd and obscene pictures are publicly exhibited on nearly every corner of our main thoroughfares. Very few have any idea of the demoralization which these pictures with their illustrated publications are creating in the rising generation. Daily are seen our youths round those pictures, hearing the rude remarks of a set of low, cunning loafers, until their minds become thoroughly imbued with vice, and the talent for mockery and ridicule, and all the evil companionship follow. Now if these are persons whose passions must be pandered to, why is there are bookseilers who must keep such idle trash to oblige such customers, then, in the name of morality, let such be kept from public gaze, and not be publicly exhibited to a vulgar crowd. And if there is no law as yet in Oregon to prohibit this nasty display, then let the humane society agitate the subject and bring it up before our next legislature, and have such a law passed as will not only prohibit the public exhibition, but the sale of such trash. So great has the evil consequences become in New York that the legislature have with singular unanimity passed a stringent act, as will appear from the following extract:

An excellent law, which has just gone into effect in this state, provides that one selling, lending or giving away or showing, or having in possession with intent to sell or give away, or to show or advertise, or otherwise offering for show, sale or distribution, any obscene or indecent book, magazine, pamphlet, newspaper, story paper, writing, paper, picture, drawing or photograph, or preparing any such thing, or giving information where such things may be procured, shall be considered guilty of a misdemeanor, and punished as such. The law goes still further, and declares pomist able the selling, lending, giving away, etc., to any minor, of books, pamphlets, magazines, newspapers or other printed paper devoted to the publication or chiefly made up of criminal news, police reports or accounts of criminal deeds, or pictures and stories of deeds of bloodshed, lust or crime. This law passed, we are informed, at the instance of the excellent New York society for the prevention of cruelty to children, if properly carried out, will do much to abate the nuisance and evil of which we spoke last week—of the pruriently juvenile literature known as the *Boys' Story Paper*. If every citizen will now make it his business to aid the society in its endeavor to have the law enforced, the exposure of this detestable literature within the reach of the youth in this city may at least be brought within narrow limits.

Let this movement in New York be followed in Oregon and by every reader and every lover of every citizen who has the good of his country at heart.

MONTROSE.

The Fatalist's Terrible Test

S. F. News-Letter.

The world is full of fatalists. It is an easy and comfortable belief. I have been told a peculiar anecdote on the subject. At a frontier post the officers' mess was engaged in an ardent discussion. Wine had been freely punished, of, and, with one of the strange caprices of intoxication, the conversation ably at the bottom of the glasses. The Mahometan resignation was the end of argument. Mussulman believes in fate. For them a man's destiny is written above, the time of his death is set, and nothing can advance it. Every one had something to advance or refute in the day's argument. It came to one of the officers, who demanded to know of what use and to what purpose was reason and its controlling power if we were born with the tag of our destiny attached. Another—a newcomer—arose and said, "Gentlemen, what is the use of discussing? Make a practical test of the question. Take out a pair of Colt's army pistols, one willfully dispose of his life, or is the fatal moment chosen by a higher power. Try the question on me. Who will conduct the experiment?" No one answered. Then some one proposed a waiter. "Done," was the answer. The object drew a pistol, showed that it was loaded, and held it to his temple. "Ready Soldiers, I believe. Who will pay if I live?" He pulled the trigger, and the pistol missed fire. "A joke!" cried the crowd. The fatalist smiled. He recocked the pistol, and, with a steady hand aimed at a cloth on the wall. He fired, and the ball went right through the center of the dial. "Apologize now, sailor boy," "I have won the bet. I always believe in fate."

Charles Hastings' Curious Deed.

A curious document has been recorded in the Worcester records, Mass., a copy of a deed of one-half an acre of land in Athol, Mass., with buildings. It states that "I, Charles Hastings, of Athol, Worcester, gentleman, in consideration of the love and good will of the Lord Jesus and one cent down in the premises of his the rightful owners of all lands, as recorded in the first book of Kings, 21st chapter, and the book of King David, 9th, 10th, 11th and 12th, and 23d and 24th verses, the receipt whereof I do hereby acknowledge, do hereby give, grant and convey unto the Lord Jesus, the supreme lord of the universe, a portion of the late Colonel Joseph Jewett's land," etc. The instrument goes on to say that "the said property is to be held by the grantee, however, the right to come and improve, make repairs, pay taxes, insurance policies, etc., in fact, retain it under my control as usual, and thank to all proper reservations for myself and others of my natural life, the two southwest chambers and one of the contiguous below to be kept for historical rooms for relics of myself and kin, and not to be let, rent, or belonged to Susan W. Hastings and others, that nothing is to be sold neither real nor personal property, forever, but left in trust for a memorial by those who have left with in the blessed Lord Jesus, and to continue by such proper border forever to enjoy sovereignty as well." This instrument was duly signed, sealed and delivered in the presence of three witnesses, acknowledged before a justice of the peace in right form, and accompanied by the legal fees for the recording.

SOUTH AMERICA.

MUCH BUSINESS AT PANAMA.

PANAMA, July 18.—There is much business here, in one hospital there are over a dozen cases of yellow fever, and deaths daily.

Mrs. James L. Weis, wife of the comedian in Augustin Daly's company is spending the summer in Paris, the guest of Mme. Nevada, the prima donna. She has been cordially received by the American "set" and Mrs. John A. Mackay recently gave dinner in her honor.

Every Kidney and Liver Remedy is no cure or must cost money or will not be sold. It is prepared by scientific pharmacists, is a full fluid extract of the powers and virtues of such ingredients as the use of Hunter's which it gives. It is purely vegetable and cannot harm the youngest child or the most feeble invalid.

LIST OF LETTERS.

Remaining in the postoffice at Portland, Oregon, July 18, 1884. Persons calling for these letters will please state the date of on which they are advertised.

WOMEN'S LIST.

Arnold, Miss Alma
Beady, Mrs Annie
Burton, Miss Eva
Bradley, Mrs Matilda
Bauer, Miss Emelina
Bauer, Miss Amy
Bell, Miss Louisa
Beckman, Mrs G G
Brooks, Mrs May
Bonheni, Mrs R
Chilburg, Miss Benu
Clark, Miss Mande
Carter, Mrs W D
Cornish, Miss Matilda
Craigo, Mrs Rosa
Cooker, Mrs
Dickson, Mrs Nancy
Dutton, Mrs Fannie
Delaney, Mrs S A
Delaney, Mrs Hugh
Delaney, Mrs T D
Delaney, Mrs Thomas
Epter, Madame R
Fulson, Miss Ruby
Frazer, Miss Lottie
Fisher, Mrs John E
Fisher, Elizabeth H
Fredenmer, Mrs Charles
Goodwin, Virginia F
Gordon, Nettie
Gamill, Miss Ina
Hafke, Emma
Howell, Mrs F B
Hoss, Miss Annie
Hobbs, Mrs C N
Hemmiter, Miss Carry
Hurd, Miss Nettie C
Holtz, Miss Emma
Hamilton, Miss Emma
James, Miss Susie
Jennings, Miss Addie
Jones, Miss Ada
Jones, Mrs Maggie
Johnson, Lizzie
Leonard, Minnie E
Langan, Mrs Nettie
Long, Minnie
Myers, Mrs Ellen
McHine, Mrs E
Merrill, Mrs Mary
Mitchell, Mrs Idaho
Melton, Miss Grace
Mc Cormick, Mrs K
Mc ston, Miss Annie
Morris, Miss Annie
Moore, Miss Minnie
Mc ston, Mrs W J
Nicomin, Miss Thia
Rice, Mrs Lenah E
Robinson, Mrs G W
Reinhold, Mrs C F
Richmond, Miss Rose
Rider, Miss Helena
Spencer, Mrs N
Sanford, Miss Ida
Solomon, Miss Hattie
Shorn, Mrs May
Sc..t, Miss Alvina
Smith, Carry
Tr..n, Mrs M J
Tyler, Mrs M C
Vaughn, Miss Nellie
Wetherington, Miss M
Woodruff, Mrs I
Watson, Miss T
Wa son, Mrs M C
Wa ker, Miss J A
Wa le, Miss Georgie
We le, Mrs A W

MEN'S LIST.

Anderson, L
Anderson, Hogan
Amey, Chas
Boyles, Isaah
Bowman, G W
Blumfield, —
Bradley, S
Bradford, W B
Bradley, Geo
Boyer, S
Burns, Chas O
Burrel, J H
Burrell, W M
Burns & Love
Burns, P D
Benedict, Chas
Bentinen, Wm
Bowman, C W
Butler, Jos
Buckhouser, Leo
Hage, Chas A
Head, T A N
Humphrey & Gal
Hunt
Hume, W L
Hibbs, S A C
Hunter, Jas
Hamilton, W J
Harrington, H F
Hall, Harry M
Jones, Lion
Johnson, Jos
Johnson, E L
Johnson, Alfred
Johnson, Harry Rees, J
Johnson, Prof M
Kuster, Chas
Kepler, Casper
Kelly, Wm A
Kellogg Bros
Kilcoky, Hugh
Kennedy, W B
Lundgvist, S H
Lumsden, Alex
Leary, J F
Lund, Hans
Ladd, W D
Latimer, Chas S
Layfield, Henry
Leonard, Milton
Lephort, J F
Degress, Frank
Littell, H W
Levinsohn, I
Lindsey, Tom
Lichtenstein, H
Lowry, T
Lawrel, Jas E
Lange, J W
Lovejoy, Grant
Merchant, T S
Merrill, Elw
Mikesell, John
Mitchell, Jas
Mills, S R
Mosley, M
McElhatton, —
McKee, Frederick
McAllister, L
McNaughton, C S
McCarthy, W
McGann, S W
Moreland, J W
Moorehead, J A
Morgan, —
Morris, Albert
Morrison, B
Morgan, J S
Miller, Ira H
Miller, H M
Miller, M
Murphy, J W
Nelson, David
Newell, H G
Neal, Simon
Norwood, F
Penland, G R
Perrine, C I
Pipes, S C
Phillips, J W
Packages.
Burt, Patrick
Card, Miss Clara
Graham, —
Hazzard, Ld
Francis, S B
Wills, P
GEORGE A. STEEL, Postmaster.

EAST PORTLAND LETTER LIST.

The following letters remain in the East Portland postoffice, July 19, 1884:

WOMEN'S LIST.

Allen, Mrs E R
Brown, Mrs
Brouellier, Lena
Bisnett, Mrs P A
Burgoons, Mrs Mary
Crutcher, Mrs Clara
Cummings, Mrs Catherine
Curl, Miss Anna
Connell, Mrs C
Fish, Jennie M
Fronnodle, Mrs Rosa
Gage, Miss Ella
Holmes, Miss Carrie
Hull, Miss C a
Hill, Mrs Annie
Hines, Miss Ina
Hall, Mrs M E
Harrison, Mrs Randolph
Hogg, Miss
Hall, Esther W
Johnson, Ester
Jones, Mrs C
Kinnear, Miss Mary
Kilgore, Miss Mary
Lee, Florence
Moore, Nora E
Mark s, Mrs Olive
Mc Kenzie, Miss Mamie
Robertson, Mrs B
Rasmussen, K J
Smith, Mrs S
Wanters, Miss Mary
Walters, Mrs Annie

MEN'S LIST.

Anthony, John
Brown, Jacson G
Barry, Chas
Berry, Geo
Bently, Jas
Beauchamp, Jas
Berry, Thos
Clutter, J C-2
Charles, J C
Dukes, Henry
Dickson, M
Donelson, Jack
Dorring, A O
Dickson, M T
Ehelin, A-2
Fergusson, L
Fitzgerald, M
Feight, John
Feighling, P
Glenn n, Mart n
German, J
Howard, J O
Hughes, Isa
Hansen, Chas
Haunler, C F
Jones, Jun
Kennemitz, A J
Kunder, Peter
Ammon, Ernest
Kerswell, Jno
Meyer, Prof J F 2
Nelson, T
Mc Geddy, R
Oliver, W S
Peterson, C A
Parker, H E
Palmquist, Jno
Plummer, W S
Potts, Sam K
Risby, F C W
Rhodes, Jas
Roberts, W A
Simmons, Chas S
Smith, N
Shaver, C F
Troth, W F
Wilkinson, Wm
Walker, Chas
Weaver, W W
Wood, Lewis
2 COPIES, P. M.

THE SAW MILL MEN.

They Negotiate in the Premises Due to Shut Down Their Mills on the 25th of September.

Pioneer Press, 19th.

The second of the meetings of St. Paul lumbermen's exchange was held last evening to further discuss the proposition to shut down the saw mills on September 25 next. There were present representatives of Sunburn & Lowjoy, Bonnell & Co., Cleland Bros., Clinton Morrison, the Washburn Mill Company, S. G. Cook & Co., Fle ther Bros. & Nelson, Turner & Co., the latter's manager, Mr. Barnett, at length, the most serious obstacle to the way of carrying out the plan proposed, and which originated in Eau Claire, appearing to be the difficulty of safely steering the logs now in the river, Allen's were free discussion, lasting about an hour, the following resolutions were adopted:

Resolved, That the lumbermen's exchange concurs with the sentiment expressed in the resolution adopted at a meeting of the lumbermen of Eau Claire, held in that city on June 23.

Resolved further, That in view of the large amount of logs now in the booms at the different lumber manufactories, we deem it important that some steps be taken, if possible, to prevent the logs now in the river from being run in the shape of lumber to further depress prices, and we know of no better way than to follow up the suggestions of the lumbermen at Eau Claire, by a meeting in Chicago for the purpose of consulting with a view of bringing about the desired results.

Resolved, That we are in favor of reducing down our mills at the earliest practicable moment, and the secretary of the exchange is instructed to notify the Diamond Mill Company, N. W. Lumber Company, the Pettyjohn mill, Jones & Grimes and the Minneapolis Mill Company that we favor the shutting down of said mills on the 25th of September next, and that we will co-operate with them in the matter, provided they have the same agreed upon by other mills that have logs in the river. Secretary Bonnell was instructed to have these resolutions printed in pamphlet form and distributed among the lumbermen, and that the same be communicated by any means desirable.

REAL ESTATE TRANSACTIONS

RECORDED.

Louis Elchbaum and wife to John Schmeer, lot 4, block 46, Albina; $1000.

Jonathan Bonnell and Mary Bonnell to Charles Davis, lots 1 and 2, block 1, Bonnell's addition to Albina; $1000.

Isaac Hollister to Mark Jennings, lot 4, block 1, Hollister's addition to Albina; $1.

Sheriff to Mary Ann Hollister, lot 4, block 1, Hollister's addition to Albina; $1.

Peter Kerr to Mary Ann Hollister, lot 4, block 1, Hollister's addition to Albina; $1.

Mary Ann Hollister to Peter Kerr